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MANUFACTURERS.

A. S. WATSON &amp; CO.

LIMITED,

THE HONGKONG DISPENSARY.

QUEEN'S ROAD CENTRAL.

## DEATH.

On the 14th October, at No. 11, Knutsford Terrace, Kowloon, Captain ALEXANDER WILLIAM ROSS CONNAN, in his 46th year. Funeral will pass the Monument at 5 p.m. to-day. [2324]

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 15th October, 1901.

NATURALLY, as an indication of the progress of a nation as compared with its neighbours, we look to the means provided for the movements of passengers and goods; and here the advance of Japan has been enormous within the past few years. The mountainous character of the interior of the islands composing the Empire has been a deterrent to the extension of railway lines through the country generally; so that but few trunk lines exist except along the coast, where they have to stand the competition of coasting vessels. Notwithstanding this fact, the length of railways at work extends to 3,700 miles, while a thousand miles more are under construction. The number of train-miles run in 1899-1900 was 26½ millions, while the receipts amounted to 39½ million yen. Five years before, the length of lines open was 2,120 miles, and the receipts but 13½ million yen. How the habit of travelling is growing in the Japanese may be inferred from the fact that whereas five years ago each individual took but one railway journey in the year, in 1900 the average had grown to upwards of two-and-a-half. Of these voyagers, it is interesting to note, but 33 were killed during the year, though this, through a single very serious accident, was vastly in excess of the previous average, which for the past five years had been only nine.

Still more remarkable as indicating the lines of advance adopted by the Japanese is the growth of their merchant navy, and it is important to note that the greatest progress has been made in vessels of the largest and newest types. In the early years after the "opening" of the country Japan was a favourite dumping-ground for old or unsuitable steamers which could return no profit to their owners. Now all this is changed, and we find the Japanese owning no less than 148 steamers of over 1,000 tons, the total tonnage indeed being 382,400. Most of these are new ships specially built to order, and of the highest type, while not an inconsiderable number have been built by the Japanese themselves

in their own building yards. Not content with a merely coasting trade, the Japanese have occupied largely the Chinese and Korean coasts and rivers, and have stretched out to the United States, Australia, and India, and even opened a regular line with Europe. Although in trade the English flag still holds the pre-eminence, it is important to notice how closely it is pressed by the Japanese. In 1895 the foreign trade done under the Japanese flag (imports and exports combined) amounted in value to but 7½ million yen; in 1899 this had grown to 189½ millions. During the same periods the trade under the British flag, 162 millions in the former year, had increased only to 186 in the latter. The next largest, the German, had grown from 36 to 42, while the rest had practically stood still or retrograded.

In the actual volume of the trade done with various countries, one of the most marked features is the enormous increase in trade between the two empires of China and Japan, which grew in five years from 32 million yen to 69 million. This trade, which indicates better facilities for trade on the part of both nations, is one that will excite the jealousies of none. With England and British dependencies trade had grown in volume from less than 96 million yen to 147½ millions; with the United States, the next largest customer, the volume of trade had grown from 63 to 102 millions. While, however, the value of goods taken by the States had only increased some 20 per cent., that of the imports taken by Japan had more than quadrupled. Items such as raw cotton and petroleum largely contributed to this increase, but in items such as machinery and manufactured iron, it had increased more than was justified by the conditions. The United States in these things enjoy a vast advantage in their proximity, enabling machinery and other goods to be laid down in weeks as compared with months from England; but to other and entirely artificial reasons must be attributed the growth in the imports from the States of rails and locomotives. Practically these are both subsidised trades, and are notoriously delivered abroad at prices which leave no profit, if not actually causing loss to the manufacturers.

An inspection of the lists of imports during the last five years exhibits a curious anomaly during 1897-98: from the tables themselves no explanation of the anomaly is derivable. In the years referred to the mean imports by English vessels amounted to a mean value of 124 million yen, as against a mean of 95 for the other years of the quinquennial series; and it might reasonably be supposed that this sudden increase of imports arose from some sudden demand. As a fact the explanation was less simple, and was caused by circumstances connected with the financing of the empire which induced a partial panic and led to a dangerous export of gold coin, which seriously hampered the circulation for the time being; the diminished import in the following year—1899—was thus a sign of returning confidence, a large proportion of the exported specie gradually returning.

Two graphic diagrams introduced at the end of the volume, which we alluded to on the 30th ult., and indicating the total amount and distribution of foreign trade in the years 1890 and 1899 respectively are of interest. The imports, which in 1890 were represented by a circle whose area was 5.66 sq. inches, had in 1899 grown to one with an area of 15.21 in. On the other hand while the exports in 1890 were represented by an area of 3.69 square inches, those of 1899 had grown to 14.52 in. In proportion, while England and British possessions occupied in 1890 a sector of 192 deg. this had fallen to 156 deg. in 1899; this was, however, accounted for by the parts occupied by China and the United States, which had grown respectively from 38 deg. and 30 deg. to 46 deg. and 62 deg., the other countries remaining practically at a standstill. In exports from Japan taken by England and British possessions in 1890 the proportion was represented by a sector of 100 deg.; this in 1899 was represented by one of 102 deg. The United States, which occupied a sector of 128 deg. in the former, only appeared in 1899 for one of 105 deg., but on the other hand China took goods in the proportion in the latter year of 87 deg., as compared with 34 deg. in the former.

Looked at then from a British point of view, the prospects of trade in Japan present a by no means gloomy aspect; the profits of local houses have indisputably decreased; while the body of trade has as indisputably increased—and this all round, and in quite equivalent proportion to other nationalities. This is plain, even on the surface, where with the exception of an evident push made by the United States—more apparent than real—the British element is as much to the forefront as usual.

The tendency of recent events has been plainly to bring the two nations more and more into friendly contact, and the English visitor has in no way to look back with regret on the past. "Old Japan" of course has gone never to return, but "New Japan"

has come in its place, and from an English point of view possesses many redeeming points of view. The country, if perhaps a little less picturesque, is certainly more solid, and possibly the most serious drawback that an Englishman finds in a residence is that by a sort of common consent he is by the Japanese Government and people expected to set a "good example" in manners and morals to the natives. This, although the immediate consequences are at times somewhat embarrassing, and generally partake of the ludicrous, is a high testimonial to the opinion formed of the English character by the Japanese—the more so that the testimony is perfectly unconscious on their part.

H.M.S. Iris is going home soon to be recommissioned.

The return of visitors to the City Hall Library and Museum last week showed that 327 non-Chinese and 181 Chinese visited the former institution, 136 non-Chinese and 2,132 Chinese the latter.

By a reader's error in our report of the cricket match in yesterday's issue, we were made to say that Lt. Burke was out to "an obviously correct decision." This should have been "a dubiously correct decision."

The only cases of communicable disease notified as occurring in the Colony last week were two of diphtheria, one in Victoria and the other on H.M.S. Tamar, the latter patient being an European. One case proved fatal.

We were informed yesterday from the Colonial Secretary's Office that the Government of Indo-China has removed all restrictions against vessels arrived from Hongkong. The Chamber of Commerce and Messrs. Lamke and Rogge informed us to the same effect.

We received yesterday morning from the U.S. Consulate-General the following typhoon warning, issued from Manila Observatory at 9 a.m. on Sunday:—"Typhoon crossing Archipelago through parallel 9 deg. North lying north Sulu sea moving westward—stop—signs new typhoon east Luzon."

In connection with the approaching departure from the Colony of His Honour Sir John Worrall Carrington, Kt., C.M.G., D.C.L., LL.D., Chief Justice, a sitting of the Full Court, attended by the members of both branches of the legal profession, will be held to-day at 10 a.m. Sir John Carrington leaves by the German mail steamer *Hamburg* to-morrow.

Among the noticeable items of outlay in the Straits Settlements Estimates for 1902 are, in Singapore, \$10,213 for contribution to the London Queen Victoria Memorial; survey of Singapore (on a \$200,400 estimate), \$50,100; addition to Central Police Station, \$50,000; erection of Court of Requests, \$20,000; raising of Elgin Bridge, \$30,000; harbour improvements (preliminary vote) \$100,000; One Fathom Bank Light \$30,000; reclamation and mole near Post Office, \$25,000; residences for Government Officers, \$40,000. Other large items are: Extension of Penang Government Offices, \$30,000 (on an estimate of \$50,000); Penang reclamation \$117,000; new Residency at Malacca \$25,000.

The concert in aid of the local Missions to Seamen will be given by the Cathedral Choir to-morrow night at 9 o'clock. The Hon. C. P. Chater has kindly lent his bungalow in Robinson Road, Kowloon, for the purpose, and an attractive programme has been arranged. This will be the last opportunity residents will have of hearing Mr. Also Murray sing here, as he leaves for Shanghai shortly. He will sing Gounod's duet "Barcarola" with Mrs. Yeats, and his songs will be "The Song of the Tinker," "A Japanese Love Song," "Hydrina the Cretan." The part songs will be "The Sea King," "Sweet and Low" and "Good Night, Thou Glorious Sun." The other soloists will be Miss Chynnynt, Bandmaster Moir (cello), Messrs. P. W. Goldring, C. H. P. Hay, W. T. Terrell, and A. Cunningham, whilst a trombone quartet and pianoforte trio will also be included in the programme. The Choir are unfortunate in losing Mrs. Lawson, who left on Saturday for Adelaide. Mr. G. P. Lamart will be the accompanist and if the condition of his voice permits will also sing.

Those who object to the extension of the Mandalay-Kunming railway into Yunnan are wont to say that the natural route of the trade of Western China is down the Red River valley, and that it would be a waste of money to build a railway athwart the French line. A French expert, Captain Bernard, whose name is already known to readers of this paper, believes that the natural route for trade is that through Burma. He is thus quoted by the British Consul at Peking: "But even if the two lines were constructed one after the other the British line would at once have a great advantage. It would have its terminus on the Gulf of Bengal, very much nearer European ports; it would establish communication between China and two enormous reservoirs of men and natural resources, Burma and Bengal." The *Calcutta Englishman* comments on this thus:—"The fact that the British railway would cut off the long journey round the Malay Peninsula does not seem to have struck the opponents of the Burma extension. Further, if we are to control any part of China in future it must be by means of railway power. The fact has already been realised by the Russians and French, and the Germans are pushing on the Shantung railway with feverish rapidity."

A mosquito net, it is said, has been invented for travellers in hot countries. It is attachable to the ordinary umbrella or sun-shade, and serves the double purpose of keeping off the sun by day and the insects by night. But how the wearer walks in it is not explained.

The Japan Mail says that the application of the Mormons for permission to establish themselves in Japan and propagate their creed has been rejected by the Governor of Kanagawa. It does not follow, however, that permission will not be ultimately given, for this rejection is said to be based not on radical objections but on the failure of the applicants to comply with the forms required by law.

A writer in the London *Daily Chronicle* just before President McKinley's assassination wrote the following, which now of course has a melancholy interest:—"There must be many people of not an extravagantly superstitious nature who felt a thrill of relief when they read of the defeat of the American-owned *Volodyoski* for the St. Leger. The parallel between the shooting of President Garfield in 1881 and that of President McKinley this year had been so pronounced that the victory of *Volodyoski* yesterday would have been another link in the chain, which would then only have needed President McKinley's death to complete it. In 1881 *Proquois*, an American horse, won the Derby, became a hot favourite for the St. Leger, was reported amiss, returned to popular favour, and won the St. Leger after all. President Garfield died on Sept. 19 following that event. *Volodyoski* won the Derby, and until his defeat in the St. Leger had completed all *Proquois*'s above-mentioned routine." The similarity in the sequence of events, in spite of *Volodyoski*'s defeat, is grimly marked.

The public regard Marconi as the inventor of wireless telegraphy, says the *Naval and Military Record*, but scientists are well aware that long ago there were other successful writers on the same subject, conspicuous among them this wonderful man, Lindsay. Having successfully transmitted a current through a submerged wire, his next idea was to dispense with the wire altogether, and to telegraph from shore to shore with the water alone as a medium. On March 18th, 1853, he delivered a lecture in Dundee, and demonstrated that it was possible to accomplish wireless telegraphy through water. He made numerous experiments in 1854 at the Dundee Docks, across the Tay, and at Portsmouth Docks; and in September, 1859, he read a paper before the British Association at Aberdeen on "Telegraphing Without Wires," illustrating his method at Aberdeen Docks. He was confident that he could transmit a current from Britain to America without wires, and he remained certain of his plan until his death, which occurred in 1862. During his lifetime the people of Dundee looked upon him as a harmless crank; they now seek to do tardy honour to his memory.

From the *Sketch* of the 11th ult. we take the following:—"The well-known saying about the difficulty of catching a lie, one who has got a fair—or unfair—start, has once more been proved true. Thus, when General De Wet derailed a train at Haring Spruit more than twelve months ago, and two hundred British soldiers were captured, it was erroneously reported that the whole number belonged to the Royal Welsh Fusiliers. As a matter of fact, only seventeen "Royal Gists" were among the unfortunate two hundred; but the error was repeated by a leading Telegraphic Agency, has been revived recently in a celebrated novelist's book on the War, and recorded by a Natal paper in its calendar as "Capture of the Welsh Fusiliers, 1900." Naturally, this has been resented by a regiment whose record is second to none in the British Army, and Lieutenant-Colonel Sir R. A. W. Colclough, commanding the 1st Battalion, on behalf of his regiment, writes from "the Front" to point out that of seventeen hundred of the "Royal Welsh" who have served during the War, in which the regiment has, as always, borne itself nobly, from first to last only thirty-six have been captured, and thirteen of this number were non-combatant invalids captured in a train playfully derailed by our "brother Boers." In justice to the gallant Welsh Fusiliers, Colonel Colclough's protest cannot be too widely circulated.

A new Society, the tenets of which will no doubt recommend themselves in the Far East, is announced from home. There is something very attractive in the "Brotherhood of Divine Shirkers," otherwise known as the "Order of the Stellar Serenity," of which we got our first glimpse in a quarterly magazine styled *Life and Beauty*. "Do what nobody else can do for you. Omit to do all the rest." That is a dictum of Theorem which stands at the head of the Shirkers' prospectus. And the object of the Shirkers seems simple enough. It is just to neglect performing all conventional duties, and to reduce to actual practice the teaching of Theorem on the inherent wickedness of superfluous work. This is sufficiently opposed to the gospel which has for its main text "Blessed be Drudgery" to attract the seekers after novel doctrines, to say nothing of the born Shirkers. Here are some lights from the Stellar Serenity. "Begin each day with a resolution to gain at least an hour each day by shirking some duty. As you grow stronger in will-power this work will become easier." The editor of *Life and Beauty* surely overrates the difficulty. "Leave all but absolutely business letters unanswered for a month, and then honestly ask yourself has anything been lost thereby." To the writer of these comments such stellar serenity appeals with the appeal of the impossible. Yet another maxim gives hope. "Resolve to read no daily, weekly, or other periodical for a month"—*Life and Beauty*, we have said, is a quarterly. The universal adoption of this doctrine by the public would bring Stellar Serenity within reach of even a newspaper office.

The French Admiral Pottier is leaving Japan for Shanghai by the *s.s. Luce*.

French colonial governors have received a circular letter from M. Dornak prescribing the admissibility of the plea of extenuating circumstances in military trials.

Rear-Admiral Grenfell, who succeeds Rear-Admiral Bruce on the China Station, is a passenger by the P. & O. *s.s. Ballantrae*, which is due about the 9th or 10th November.

Mr. Hugh Clifford, C.M.G., British Resident, Pahang, appointed to act as British Resident, Selangor, assumed the duties of his appointment on the 1st inst.

The American transport *Buford*, which arrived at Singapore from Manila bound for New York with 1,000 troops and 82 passengers, was expected to leave on the 9th inst.

The Tientsin Autumn Race Meeting will be held on the 5th, 6th, 7th and 8th November. Seven races are arranged for each day, 17 of which are for China ponies only, according to the programme.

Pulo Way continues to be more and more frequented by large vessels, but the authorities are said to show little enterprise in taking advantage of this, and not much is being done to develop the island.

In connection with our forthcoming Cricket Week the following remarks from the *Malay Mail* are of interest:—"Ichabod! The glory has departed from Selangor. In 1897 seven cricketers had the honour of representing Selangor in the Straits XI that went to Hongkong, six of whom were Government officers. In 1901 five Government officers have been invited, and we regret to learn that in every single case leave has been refused. We fear that, in consequence of this unexpected misfortune, the Straits will have some difficulty in raising a team. We believe that vacation leave is due to each of the cricketers, but it appears that the Government is so short-handed that the valuable services of these gentlemen cannot be spared. If this be the case every endeavour should be made to strengthen a Service which would appear to be still undermined, and it is to be hoped therefore that the State has indicated for a large supply of the Heaven-born, so that this extraordinary case of affairs may not again occur when Malaya would send a team of cricketers to Hongkong."

## H.E. THE GOVERNOR AND KING LIEN-SHAN.

AN INTERESTING INTERVIEW.

A Macao correspondent writes to us:—"On Saturday, the 5th inst., King Lien-shan, who may be remembered as the Shanghai official who incurred the displeasure of the Empress Dowager a year and a half ago, had an interview with His Excellency Sir Henry Blake, and he has favoured his friends with a printed account of the substance of the conversation. The fact that, owing to his deafness, all conversation with him must be carried on by writing, rendered easy the accurate reproduction of what passed between them. He states in a little preface that the interview lasted more than an hour, and that His Excellency treated him with marked affability, accompanying him out of the door upon his leaving, and watching him get into his chair. It may be remembered that King had to leave Shanghai on account of a telegram sent to Peking, in which, at the head of a long list of representative Chinese, he protested energetically against the proposed deposition of the Emperor in January of last year.

Parts of the interview were characteristic on the part of the Mandarin, and accordingly not without interest. His Excellency expressed his esteem of his visitor, on account of the latter's efforts in founding a school for girls in Shanghai, as well as for his desire for the renovation of China in general. King gave it as his opinion, in answer, that the only hope for improvement of affairs in China lay in the friendly interference of some of the great Powers. Nothing was to be expected, he continued, as long as the government was kept out of the Emperor's hands. Speaking of the prospect of the Emperor's return to Peking, he remarked that the Emperor was about as much master of his movements as King was himself in the Macao fortress. He went on to say that things could not go well in China, as long as the principal wheel was out of gear; for while such was the case, the secondary wheels could not run together. Chinese men of ability might accomplish something, if they could only work together.

His Excellency then passed on to speak of his visitor's private affairs, and asked if he would be able to get back his property confiscated at the time of his flight. King answered in a philosophic spirit, worthy of his masters, the sages of antiquity. His private affairs, he said, were of small moment by the side of his country's weal; just as in a storm at sea, it is the duty of each one to care first for the safety of the ship, before thinking of his own luggage. His Excellency then asked him if he intended returning to Shanghai immediately. He professed his readiness to follow His Excellency's advice in that matter, calling attention, however, to the fact that advancing age and infirmities naturally made him desirous of home. The Governor left him quite at liberty to do as he pleased, promising at the same time the best protection, as long as he might choose to remain in the Colony.

At the close of the interview, the visitor offered the Governor a printed account of his experiences from the beginning of his troubles. His Excellency received it kindly, and requested him to sign it in autograph, saying that he would send it home to Lady Blake, to be kept as a remembrance. Upon that the interview terminated with the usual civilities.

## TELEGRAMS.

REUTER'S SERVICE.

LONDON, 12th October.

## SOUTH AFRICA—A DOUBTFUL POINT.

A Company of the 10th Hussars has been captured by Scheepers' commando. [There seems some uncertainty as to who has captured whom. Our correspondent's telegram, published yesterday, seems clearly to point to a British success.—Ed. D. P.]

## EXECUTION OF COMMANDANT LOTTER.

Commandant Lotter has been executed.

## COMMANDANT BOTHA'S MOVEMENTS.

Commandant Botha is marching parallel with the western border of Swaziland, through a difficult country. He has abandoned the whole of his wheeled transport.

## HONGKONG BOAT CLUB.

SCRATCH FOUR.

Yesterday evening at 5.15 a scratch race for four-oared boats between members of the H.K.B.C. was timed to come off. Three crews were entered, but at the last moment a member of one of the crews failed to put in an appearance—much to the annoyance of his boat—and the race was reduced to a match between the crews stroked by Messrs. E. A. Katsch and E. W. Carpenter, although Katsch's three men paddled down to the start. Katsch's boat, who had drawn No. 1 station, were on the spot punctually, but their opponents were no less than half-an-hour behind time—a fact which doubt counted severely against the punctual crew. At 5.45 p.m. when the start was made, a tremendously heavy rain-storm came down, which caused the competitors to struggle against rain, wind, and tide alike. On the firing of the starting-gun the heavier crew, stroked by Carpenter, got away nearly a stroke ahead, but their rivals soon regained this advantage and were leading by half a length. Carpenter, however, was not to be denied, and though Seth started to take his men a long way out from shore they forged ahead. Before half the distance was completed, stroke in No. 1 boat was obviously played out, while Carpenter was going as steady as a rock. The excellent steering of Stevens to a certain extent neutralised this, but by the time the winning post was reached Carpenter was easily first—the official verdict was a length. Owing to the erratic course of No. 2 boat spectators on the launch were in doubt of the result. No blame, however, attaches to the cox of the winners, as the rain was positively blinding. Carpenter deserves every credit for the way in which he kept his crew in hand.

The arrangements were excellent, the Police being very energetic in maintaining a clear course under exceptional difficulties, while the launch for members and friends of the Club was admirably looked after.

Mr. A. Ellis was starter, Mr. A. Denison umpire, and Mr. A. H. Hollingsworth judge.

The crews were as follows:—

## BOAT AND STATION.

| No. 1.                               | No. 2.                             |
|--------------------------------------|------------------------------------|
| J. Bosworth (cox) ... 1st 11b        | F. C. Barlow (cox) ... 9th 51bs    |
| H. Heckford ... 1st 11bs             | J. Flammer ... 9th 41bs            |
| H. L. Biny, R.E. ... 1st 4bs         | C. Sherrington ... 12th 51bs       |
| E. W. Carpenter (stroke) ... 1st 7bs | E. A. Katsch (stroke) ... 9th 10bs |
| S. A. Seth (cox)                     | G. E. Stevens, jr. (cox)           |

| No. 1.                               | No. 2.                             |
|--------------------------------------|------------------------------------|
| J. Bosworth (cox) ... 1st 11b        | F. C. Barlow (cox) ... 9th 51bs    |
| H. Heckford ... 1st 11bs             | J. Flammer ... 9th 41bs            |
| H. L. Biny, R.E. ... 1st 4bs         | C. Sherrington ... 12th 51bs       |
| E. W. Carpenter (stroke) ... 1st 7bs | E. A. Katsch (stroke) ... 9th 10bs |
| S. A. Seth (cox)                     | G. E. Stevens, jr. (cox)           |

## POLICE COURT.

Monday, 14th October.

Before Mr. HAZELAND.

## DRUNK AND DISORDERLY.

J. E. D'Hoona was charged with being drunk and disorderly and also with refusing to pay the legal hire for his rickshaw.

P. B. Beynon told his Worship that defendant gave him a lot of trouble, as he was shouting and refusing to pay the rickshaw coolie. The sergeant wanted to take him in charge, when defendant lay down in the road and refused to get up and walk.

His Worship (read the man 33 of fourteen days on the first charge, and ordered him to pay thirty-five cents to the rickshaw-coolie, or in default to do an additional seven days' hard labour.

THE CAPTAIN'S MURDERERS.—Five men, said to be those who murdered two of a family, were apprehended and committed to the cells of the Police, and were remanded to the Police for examination.

His Worship remanded the case until the 28th inst.

BOARDING-HOUSE SWINDLERS.—Two Chinese were up before His Worship charged with procuring the old dodge of trying to avoid payment of their board bill.

They entered an emigration boarding-house and lived on the best for three days, but when the mistress of the place hinted that some payment for the victuals would be acceptable they took to their heels. They were caught and rewarded with three weeks' hard labour.

ATTEMPTED TO STEAL A WATCH AND CHAIN.—Alexander Campbell, an A. B. of the *s.s. Empress of China*, went ashore to have a good time. At eleven at night, when he was on his way back to the ship, he engaged a woman, and was descending the steps of the wharf in company of three sampan men, when one of them snatched at his watch and chain. He turned made a grab at the thief, who took to his heels but was stopped by an Indian constable.

Complainant's statement; for some reason, was not very lucid, and his Worship decided that the evidence was not of the clearest, nor had it been proved to his satisfaction that defendant was the man who attempted to snatch the watch and chain. Defendant was accordingly discharged.

## DRUNK AND INCAPABLE.

John Lull, stoker of the *U.S.S. Monitor Monadnock*, was found guilty of being drunk



1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26















## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

| OUTWARDS.              |              | Due               |
|------------------------|--------------|-------------------|
| GLASGOW and LIVERPOOL. | "LAERTES"    | On 15th October.  |
| GLASGOW and LIVERPOOL. | "MACHAON"    | On 23rd October.  |
| GLASGOW and LIVERPOOL. | "PROMETHEUS" | On 28th October.  |
| GLASGOW and LIVERPOOL. | "ACHILLES"   | On 8th November.  |
| HOMEWARDS.             |              | TO SAIL           |
| LONDON                 | "PYRRHUS"    | On 15th October.  |
| LONDON                 | "CALCHAS"    | On 23rd October.  |
| LONDON                 | "NESTOR"     | On 12th November. |
| LONDON                 | "MACHAON"    | On 28th November. |
| LIVERPOOL DIRECT       | "DARDANUS"   | On 15th November. |

The S.S. "DARDANUS" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN to-morrow, the 16th inst., at daylight.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co. [15]

Hongkong, 7th October, 1901.

## CHINA NAVIGATION CO., LIMITED.

| FOR                     | STEAMERS   | TO SAIL          |
|-------------------------|------------|------------------|
| SHANGHAI                | "PAOTING"  | On 15th October  |
| NINGPO & SHANGHAI       | "WHAMPOA"  | On 16th October  |
| TIENTSIN                | "PAKHOI"   | On 20th October  |
| MANILA                  | "CHANGSHA" | On 12th November |
| PORT DARWIN, THURSDAY   |            |                  |
| ISLAND, COOKTOWN, TOWNS |            |                  |
| VILLE, BRISBANE, SYDNEY |            |                  |
| and MELBOURNE           | "CHANGSHA" | On 12th November |

The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [16]

Hongkong, 14th October, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 21st October, 1901, at 1 P.M., the Company's Steamship "LAOS," Captain Riquier, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.  
Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe.  
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 20th October. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
P. DE CHAMPORIN,  
Acting Agent.  
Hongkong, 9th October, 1901. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
The Steamship  
Captain Helms, will be despatched for the above ports on THURSDAY, the 24th inst., at 3 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Steewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 4th October, 1901. [2548]

REGULAR STEAMSHIP SERVICE TO NEW YORK  
VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
"SARATOGA" On 26th October.  
"KURDISTAN" On 10th November.  
"LENNOX" On 20th November.  
"RICHMOND CASTLE" End of November.  
"ORONSAY" On 10th December.  
"HILLGLEN" On 20th December.  
"LOWTHER CASTLE" On 30th December.  
For Freight and further information, apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, 4th October, 1901. [1739]

SHEWAN TOMES & CO.'S NEW YORK LINE  
FOR NEW YORK VIA SUEZ CANAL.  
The Steamship  
Captain A. Smith, will be despatched for the above port on 10th November, 1901.  
For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 23rd September, 1901. [2413]

SHEWAN TOMES & CO.'S NEW YORK LINE  
FOR NEW YORK VIA SUEZ CANAL.  
The Steamship  
Captain F. F. Bement, will be despatched for the above port on the 15th December, 1901.  
For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 24th September, 1901. [2427]

## VESSELS ON THE BERTH

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

|                  |                                      |
|------------------|--------------------------------------|
| "CHINA"          | SATURDAY, 19th October, at DAYLIGHT. |
| "DORIC"          | TUESDAY, 25th October, at Noon.      |
| "PERU"           | TUESDAY, 12th November, at Noon.     |
| "COPTIC"         | WEDNESDAY, 20th November, at Noon.   |
| "CITY OF PEKING" | SATURDAY, 7th December, at Noon.     |
| "GAELIC"         | SATURDAY, 14th December, at Noon.    |

THE P. M. S.S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, at DAYLIGHT, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and other direct lines.  
Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.  
GEO. ECKLEY,  
ACTING AGENT. [3-4]

Hongkong, 8th October, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "STRATHGYLE" On 20th October.

S.S. "KVARNEN" On 30th November.

S.S. "THYRA" On 15th December.

The Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO via MOJITO, KOBE and YOKOHAMA on SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th October, 1901. [14]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SIMON &amp; CO., HAMBURG.)

FOR NEW YORK.

The full-powered Steamship

"CLAYDALE" will be despatched for the above port on the 15th November.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 15th October, 1901. [2395]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897. [2618]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"COROMANDEL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby notified that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &amp;c., ex s.s. India.

From Australia, ex s.s. Rome.

From Calcutta, ex s.s. Syria and Sicilia.

From Persian Gulf, ex B. I. S. N. and B. &amp; P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, 10th inst.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 10th October, 1901. [1]

## "BEN" LINE OF STEAMERS.

S.S. "BENLOMOND"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 9th October, 1901. [2577]

FROM HAMBURG, BREMEN, ROTTERDAM, PORT SAID, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"REGOVIA"

Captain Forck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 9th October, 1901. [2579]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th October, 1901. [15]

## CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting.

THE BEST NITRO-POWER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—

Powder only, and 1 oz. of Shot.

Primrose Cases ... \$5.65

Pagamoid Cases ... 8.25

Ejector Brass Cases ... 8.05

5 per cent. discount on orders of 1,000 and over.

Apply to  
Wm. SCHMIDT & CO.,  
Gunmakers,  
Hongkong.  
Hongkong, 27th July, 1897. [1669]

## SIENTING.

SURGEON DENTIST.

No. 19, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [2405]

## PORTLAND CEMENT

J. B. WHITE &amp; BROS

SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE &amp; CO.

Hongkong, 10th September, 1899. [224]

## AMERICAN SYSTEM OF DENTISTRY

AT

No. 39, QUEEN'S ROAD, CENTRAL.

CHADWICK KEW

(LATE OF POATE &amp; NOBLE).

Hongkong, 15th September, 1899. [2345]

## HONGKONG.

## STEAMERS.

|  |  |
|--|--|
| Apeirade, German str., 611, Lorenzen, Oct. 14.           | Jobson & Co  |
| Bakan Maru, Jap. str., 320, Kawamoto, Sept. 24.          | Japanese   |
| Bygdo, Norwegian str., 771, Carlsen, Oct. 9.             | Sander, Wieler & Co  |
| Catharina, German str., 1,730, Belsa, Oct. 10.           | D. Sassoon, Sons & Co  |
| Cebu, Amr. str., 648, Ingham, Sept. 29.                  | Brandao & Co   |
| Chas. Rogier, Brit str., 1,292, Smith, Sept. 8.          | Japanese   |
| China, American str., 3,187, Seabury, Oct. 10.           | P. M. S. S. Co   |
| Clara, German str., 875, Uldrup, Oct. 12.                | Jobson & Co  |
| Dagmar, German str., 1,410, Gosewisch, Oct. 13.          | Molbena & Co   |
| Dardanus, British str., 2,992, Steves, Oct. 14.          | Elcano, American str., 510, Altona, Sept. 3.                         |
| Brandao & Co   | Else, German steamer, 903, Riecke, Oct. 13.                          |
| Chinese  | Empress of China, Brit. str., 3,063, Archibald, Oct. 1, C. P. M. Co. |
| Glenshiel, British str., 3,204, McGillivray, Oct. 13.    | McGregor, Brit. & Gov  |
| Gloucester City, British str., 1,409, Nilson, Oct. 13.   | Order  |
| Haitan, British steamer, 1,183, Roach, Oct. 13.          | Douglas Lapraik & Co   |
| Hermes, Norwegian str., 849, Knutsen, Oct. 5.            | Sander, Wieler & Co  |
| Hoibao, French str., 509, Merles, Oct. 14.               | A. R. Martz  |
| Holstein, German str., 985, Inland, Oct. 8.              | Jobson & Co  |
| Hong Bao, British str., 2,056, Peters, Oct. 14.          | Chinese  |
| Hua, French steamer, 704, Godman, Oct. 13.               | A. R. Martz  |
| Indrapura, British str., 3,152, Hollingsworth, Sept. 29. | Allan Cameron  |
| Kagoshima Maru, Jap. str., 2,731, Kori, Oct. 10.         | Nippon Yusen Kaisha  |
| Kato, Austrian str., 1,341, Vidossich, Oct. 7.           | Order  |
| Kinsai Maru, Jap. str., 2,459, Pyne, Oct. 11.            | Nippon Yusen Kaisha  |
| Loongang, British str., 1,080, Weigall, Oct. 14.         | Jardine, Matheson & Co   |
| Maiduru Maru, Japanese str., 647, Saltan, Oct. 12.       | Mitsui Bussan Kaisha   |
| Omsang, British str., 1,787, Davis, Oct. 11.             | Jardine, Matheson & Co   |
| Paoting, British str., 1,088, Miller, Oct. 14.           | Butterfield & Swire  |
| Phre C. Kiao, Ger. str., 1,011, Goercken, Oct. 9.        | Molbena & Co   |
| Rajshuri, German str., 1,189, Ahlborn, Oct. 14.          | Butterfield & Swire  |
| Sandakan, German str., 1,374, Brandstetter, Oct. 7.      | Molbena & Co   |
| Sihan, British str., 832, Rober, Oct. 8.                 | Bradley & Co   |
| Taichow, German str., 862, Rober, Oct. 4.                | Butterfield & Swire  |
| Trieste, Austrian str., 3,203, Mitis, Oct. 14.           | Sander, Wieler & Co  |
| Victoria, American str., 2,112, Pantan, Aug. 1.          | Dodwell & Co, Limited  |
| Wampoon, British str., 1,76, Laver, Oct. 11.             | Butterfield & Swire  |

## SAILING VESSELS.

|  |                      |
|--|----------------------|
| Albania, British ship, 1,438, Brownell, Sept. 26.      | Order                |
| Celeste Burrill, British ship, 1,764, Jeffry, May 20.  | Order                |
| Geo. Valentine, French bk., 766, Harbert, Aug. 23.     | Order                |
| Helen A. Wyman, Amr. ship, 1,684, Vanlon, Sept. 10.    | Arnold, Karberg & Co |
| H. J. Albrecht, German schmr., 701, Andersen, Oct. 10. | Master               |
| Kentmere, British ship, 2,347, Bandy, Sept. 19.        | Standard Oil & Co    |
| Launberg, Brit. bark, 1,215, McDougall, Aug. 14.       | Master               |
| Lucia, British barque, 640, Andersen, Oct. 2.          | Master               |
| Mannell, Amr. ship, 1,650, Nichols, June 30.           | Standard Oil Co      |
| Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.           | Master               |
| State of Maine, Amr. ship, 1,467, Colcord, Sept. 8.    | Standard Oil Co      |
| W. H. Conner, Amr. ship, 1,525, Colcord, Sept. 26.     | Standard Oil Co      |

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